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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. Zavod 10 was incorporated into Plant No 500 in 1946. Workshop 63 was equipped as a box factory in early 1948 and was attached to Plant No 500 with a test stand. According to Soviet statements, the plant located north of the Shodnya Canal was redesignated workshop No 80 and incorporated into Plant No 500 in 1947/1948. Soviets stated that buses for the city of Moscow were being built in workshop No 80. (1)

2. Up to early 1948 only the noise made by large aircraft engines was heard from the old test stand. The hissing sound of turbines was heard after the beginning of 1948. Work on the manufacture of turbine crates, 2.5x2x1.5 meters, was started in workshop No 63 about the same time. (2)

3. The plant received its electric current via a high-tension line.

4. The new test stand was completed in August 1949 and was headed by an air force senior lieutenant. (3)

5. An annex with windows was attached to the northern side of the new test stand. On the western side the main building was subdivided into five sections with radiator-like windows. Five large chambers could be determined from without. The test stand was a steel and masonry structure. (4)

6. After August 1949 two or three turbines were running day and night at the test stand. The turbines were tested for an average of 8 to 10 hours. 25X1 [redacted] this assumption with the observation that short interruptions occurred frequently while there was a long pause after about eight hours. The turbines, which were about 2½ meters long and 1 meter in diameter, were trucked to the test stand. (5)

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7. The civilian manager of the plant was assisted by a staff of air force officers. From 30 to 40 air force officers, senior lieutenants and captains, walked into the plant daily. In the fall of 1949, 60 German engineers who had previously worked at the plant left for Kuibyshev, according to Soviets. (6)

8. Turbine engines were being tested in around-the-clock activities at the old and the new test stand. It is believed that three to five turbine engines were manufactured daily. An unusual device was seen on the scrap dump. It was a hollow disk about 30 cm in diameter with an opening in the middle about 10 cm in diameter. The interior side of the disk was fitted with thin fins 2 to 3 cm wide and 1 cm apart. (7)

9. PW Camp No 396 was housed in the carpenter shop where the crates were manufactured. Two different types of water-tight boxes, T 6-200 and T 11, were manufactured. A total of about 340 boxes were manufactured. The T 6-200 type was lettered "Don't Tilt" and "consume until ..." Every two or three days these boxes were trucked to Plant No 500. Source could not make any statements as to whether the number of crates manufactured was directly connected with the output of the plant.

25X1 [redacted] Comments.

(1) This information is considered credible. The plant located north of the canal was Airframe Plant No 82 which, according to Soviet press reports, was converted to the production of trolley buses in 1946. The manager was Agurejev, (fnu). That this plant was re-incorporated into the aircraft industry in 1947/1948 was reported for the first time, but would coincide with the expansion of the Soviet air force industry. According to a previous report components for trolley buses were produced in Plant No 500 in the spring of 1947. For layout sketch of Aircraft Plant, see Annex 1.

(2) Almost all source reporting state that the production of jet engines was started about the spring of 1948. These engines were tested at the old test stands.

(3) The reported dat of the completion of the new test stand agrees with available information.

(4) The data on the dimensions of the new test stand agree with previous information. [redacted] For sketch of new test stand, see Annex 2.

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(5) From those measurements it appears that a radial engine was concerned, a fact which is hinted at in some reference reports. The estimated measurements agree fairly well with those of the original "Rene power plat".

(6) The transfer of these German engineers, a Junkers organization under Gerlach, (fnu), is confirmed.

(7) The disk seems to be a component part of the compressor. See Annex 3, sketch), for sketch of device.

(8) Two different sizes of crates were mentioned in reference reports. It is believed that the T 6-200 type crate is used for the shipping of the jet engine and the T-11 type box for the shipping of spare parts. The latter box is believed to be too small to hold an axial-flow engine of type JUMO or BMW. In this case the stated rate of production of three to five jet engines daily would not only agree with the previously reported output of five engines daily in December 1949, but would also agree with the number of crates manufactured. [redacted] In another report the weekly output

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... crates was given as 25. [redacted] In this report the carpenter shop for the production of crates was called Level 70, whereas it is called Workshop 63 in present report. See sketches 6 and 7, Annex 4, for drawing of these crates. 25X1

Annexes:

1. Layout Sketch of Aircraft Engine Plant No. 500
2. Sketches of New and Old Test Stands
3. Sketches of New Test Stand and Device Found at Scrap Dump
4. Sketches of Shipping Crates